August 2010 Update- All things Aviation:

If you'd like additional information please contact the City.

STREL

The latest on the STREL/DUUKE front is that the FAA is working on their environmental analysis – heading toward a CatEx. A CatEx is short for Categorical Exclusion – the lowest level of environmental clearance under NEPA (the National Environmental Protection Act). You get this when there's no significant environmental impact associated with the project, thus you don't need to do an Environmental Assessment or an Environmental Impact Statement. For those of you have asked, yes the DUUKE's made a similar determination before proceeding.

The County has also learned that FAA may not support test flights. The County continues to stress the importance of some test flight in the dialogue that has been created with Vince Mestre, the County's noise expert and J.P. Clarke, their preeminent technical expert. The City has stressed its support for test flights so that the community will know first hand the effects of the proposed change. Finally, for those who may not have received it previously also attached please find a copy of the FAA's response to the County's previous letter regarding the STREL, dated August 18, 2010 as well as the County's follow up of September 1, wherein the County again requests a further review of preliminary analysis of the STREL as well as continues to advocate that the FAA work with existing carriers to obtain the desired result of flights down the middle of the Upper Newport Bay.

Please understand that the FAA controls the airspace, not the City or the County and that the County not the City owns the airport. The changes to the departure procedure were initiated by neither the County nor the City.

Airspace Surrounding Long Beach Airport

Numerous people have asked about the proposed changes referenced in a recent newspaper story concerning changes in airspace surrounding Long Beach airport and the effects if any on Newport Beach. Initially, as previously reported, the City had a representative at the recent Long Beach meeting, which was referenced in the newspaper article. The City does not anticipate the changes will affect the City from an environmental or noise standpoint. It is hoped this will not affect the general aviation

population at JWA. However the City will continue to monitor the situation and report of any changes.

While each airport is different, however Class C airspace, which this affects, generally consists of a surface area within a 5 NM radius centered about the airport that extends upwards 4,000 feet above the airport elevation. An outer circle with a 10 NM radius typically extends from 1,200 feet to 4,000 feet above the airport elevation. An aircraft must be equipped with a two-way radio to enter Class C airspace, as well as an operable radar beacon transponder with automatic altitude reporting equipment. For those of you wishing to view the proposed air space constraints you can go to: http://www.presstelegram.com/rss/ci_16006289?source=rss.

JOHN WAYNE AIRPORT POSTS AUGUST 2010 STATISTICS

Airline passenger traffic at John Wayne Airport decreased in August 2010 as compared to August 2009. In August 2010, the Airport served 802,065 passengers, a decrease of 3.8% when compared to the August 2009 passenger traffic count of 833,962.

Commercial aircraft operations decreased 4.1%, while Commuter aircraft operations decreased 70.6% when compared to the levels recorded in August 2009. General aviation activity, which accounted for 58% of the total aircraft operations during August 2010, decreased 5.3% when compared to August 2009. It is perhaps appropriate to underscore the City's airport policy regarding General Aviation at this time.

The City's policy quite clearly states that "the City Council shall take any action necessary to ensure that no additional air carrier runway is constructed....The City should also support any plan or proposal that maintains, and oppose any plan or project that proposes any significant change to, the existing level of general aviation operations, the current level of general aviation support facilities or the General Aviation Noise Ordinance...."

Southwest Airlines and the 737-700 and the 737-800

In the past weeks, many people have inquired about a change in the fleet of Southwest Airlines. Specifically the interest was generated as a result of a new union contract that the airlines negotiated with its employees. The airliners in question are the Boeing 737-700 being replaced by the 737-800.

The reason why this may be important is that Southwest operates three versions of the 737 which operate at between 122 to 137 seats. The 737-800 aircraft used by other airlines typically have 160 seats, including 16 in first class — Southwest does not have a first-class cabin. Boeing also indicates that the 737-800 seats 162 passengers in a typical two-class layout, or up to 189 in one class. Either way, based upon the capacity of a 737-

800, the number of passengers served could be increased without adding any additional flights.

For those of you who wanted to know if the plane could operate at JWA. The answer is yes. Others wanted to know if they would operate at JWA as an A or E class, both of which have different consequences as a result of the JWA Settlement Agreement. Remember the number of Class A aircraft is 85 ADDs. While the Class E are limited only by the MAP parameters in the Settlement Agreement. For those who have followed this in the past, many of the existing fleet of Southwest has been able to operate as both an A and/or E Class.

As far as can be determined by the county, the 737-800 is one of the quietest aircraft in the fleet and Southwest certainty has the flexibility to use it in either Class. The -800 is not as likely a candidate for Class E primarily because the -700 is so perfectly suited for Class E operations, and the JWA runway. The -700 has better thrust to weight ratio. So, given the choice of -800 and -700 aircraft, an airline would likely favor the -700, especially as in Class E. Boeing indicates that the 737-600, -700, -800, and -900 airplanes are equipped with advanced derivatives of the 737-300, -400, and -500 engines. These engines (CFM56-7) generate more thrust and exhibit noise characteristics that are below the current noise standards.

Push for control - Ontario report slams operation

Unrest over the future of Ontario's airport has local officials calling for its removal from a regional airport agency. Ontario International Airport is currently operated by Los Angeles World Airports (LAWA), which also controls Los Angeles International Airport (LAX). Local officials say the dual role is a conflict of interest in which LAX is favored Ontario officials hoped the new terminal that opened in 1995 would herald an expansive era for the airport. City officials want to wrest control of the airport from an agency that also runs LAX, citing a drop in service and conflict of interest with the larger airport

Ontario officials recently released a 25-page report citing shrinking revenue and a reversal of two decades worth of growth in just two years. Ontario officials say an independently run local airport agency would allow Ontario to compete with John Wayne Airport in Orange County, Burbank Airport and Long Beach Airport. All are operated independently

Los Angeles assumed management of the Ontario airport in 1967, but did not purchase the facility until 1985, so that it could complete a massive $270 million overhaul that led to the construction of two new terminals capable of handling 10 million passengers annually. The report calls for amending the agreement to allow Ontario to regain management of the airport while it's still owned by Los Angeles.

Ontario's report focuses on a variety of problems it sees in LAWA's operation of the airport:

LAWA has burdened ONT with the highest costs in the region and among the highest in the nation.

ONT's cost per enplaned passenger was double that of the U.S. median cost and almost seven times higher than Burbank Airport. CPE is the cost airlines pay to each airport per passenger.

ONT's operating costs are at $29 per passenger, compared with $16 for Long Beach, $14 for Orange County's John Wayne Airport or $12 for San Diego.

ONT pays LAWA an $8.7 million annual administrative fee.

The report is available on the web at: http://www.ci.ontario.ca.us/index.cfm/71595/71554

Officials said specifics of how the Ontario airport might be managed will be provided soon. Some have speculated that Ontario might create an operating authority with neighboring Inland Empire cities or San Bernardino County.

LAWA posts July results at LAX and ONT

Los Angeles International Airport saw a 1.6 percent increase in passengers in July 2010 compared to the same month last year. For the seven months ending July, traffic was up 4.5 percent. At LA/Ontario, there was a 1.4 percent pickup for the month versus last year. For the seven months, traffic lagged 2009 by 1.2 percent.

Premium air routes aim to put jets in faster lanes

The equivalent of "Lexus lanes" are being created in the skies above Chicago that should help reduce traffic jams that often block arrivals to a vital runway at Midway Airport.

Southwest Airlines plans to start flying the new lanes in January at Midway and 21 other airports, hoping shorter, more direct landing approaches will save fuel, lower carbon emissions and speed passengers to their destinations.

Like premium lanes on some highways accessible only to drivers who pay fees, the new air routes are reserved for planes equipped with the latest navigation technology that allows surgically precise maneuvers in and out of busy airports. The routes are part of a broad Federal Aviation Administration effort to redesign an outmoded air-traffic system in which one out of every five flights is delayed. However, aircraft lacking the technological upgrades will continue to slog along until the entire system is modernized.

About 40 percent of U.S. commercial aircraft are equipped to fly the new routes, according to the FAA. But air-traffic controllers have no way to distinguish planes outfitted with the latest tools from those with older systems. And while

the FAA plan incorporates the air-traffic management philosophy "best equipped/best served," many controllers aren't trained to direct state-of-the-art aircraft to the new air lanes.